AMERICAN LITHOGRAPHIC CO. N.Y.

The Electric Ship

U. S. S. NEW MEXICO

from a painting by Walter L. Greene

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LIKE a great city, the U. S. S. New Mexico, pride of the navy and the first dreadnought of any nation to have electrically operated propelling machinery, has electric power and lighting plants, electric hoists, electric ventilation, electrified machine shop, carpenter shop, laundry, restaurant and even a printing establishment. What a contrast between the new and the old! Modern days with our electrically equipped New Mexico, and the days of Ben Hur, who, as a galley slave, toiled through the tasks now so easily performed by electricity.

Secretary of the Navy Daniels, after visiting the New Mexico for the first time, said: "The result was satisfactory from every point of view and confirmed the judgment of all who were in any way concerned in its design and adoption. There was not the slightest mishap with any part of it; everything worked to perfection, and the crew was as enthusiastic over the performance of the machinery as is the department proud in the possession of such an efficient dreadnought. On the whole, I think the country has cause to be proud of this achievement in engineering, not alone because of the pronounced success in this particular instance, but because of the assurance it gives us of the superiority of our capital ships to those of foreign nations."

Here are some facts and figures which will give you some idea of the immensity of this splendid floating fortress: Weight, 32,000 tons; to drive her at full speed of 21 knots requires 28,000 h. p. (nearly one horsepower per ton); from "crow's nest" to water level measures 120 feet, or the height of a ten-story building; "coals" through a six-inch hose, because she burns oil; has an oil capacity of about 1,000,000 gallons; 624 feet in length; her power plants can generate enough electricity to supply the factories, the lighting and railways of a city of 100,000; has only nine boilers, each containing three miles of two-inch seamless tubing and able to deliver 4,000 h. p.; has four propellers, each driven by a twelve-foot high electric motor of 7,000 h. p.; two giant steam turbines drive the generators that supply the electric current; has a main battery of twelve 14-inch guns arranged three to a turret; has a secondary battery of twenty-two 5-inch guns, four 3-pounders, four anti-aircraft guns and two torpedo tubes; manned by a crew of 1,200 officers and men; equipped with eight 36-inch searchlights. Note her "clipper bow," an innovation in battleship design, and the huge electric hoisting crane that can easily lift a 20-ton launch aboard.

Mr. Walter L. Greene, who painted the above canvas of "The Electric Ship," is a member of the Publication Bureau of the General Electric Company, which designed and manufactured all of the great ship's electrical equipment.